

**Citrusville Morning Herald.**

**The Oneida Disaster.**

DETAILED ACCOUNT OF THE LOSS OF THE  
U. S. STEAMER ONEIDA—ONE HUNDRED  
AND TWENTY LIVES LOST—LIST OF THE  
SAVED.

The San Francisco *Chronicle*, of March 3, says: By the bark *Benevolence*, from Japan, we are in receipt of a detailed account of the loss of the U. S. steamer *Oneida*, one of our disasters which it has been even our duty to chronicle. The United States screw steamship *Oneida* (third rate), 1,032 tons burden, carrying eight guns and 176 officers and men, was run into by the passenger ship *Yokohama Maru*, a Japanese steamer, sunk within fifteen minutes after collision, carrying down 129 of the officers and crew.

The following is taken from the Japan *Gazette* of the 5th of January:

This most appalling disaster occurred on the evening of the 24th of January, at about six o'clock, within a few miles of the anchorage in our harbor, which she had left less than a couple of hours before.

The *Oneida* had been called out of Yokohama and the other Japanese ports constantly during the past two years, and his officers were more than ordinarily well known and well liked ashore. As they were leaving the station, homeward bound, they were being called back to assist them during the preceding wreck, and they left accompanied by the cordial good

and ashore Yet within two hours after their departure, of a complement of officers and crew of 100, only 12 were left. Of the seventy-six, including Dr. Suddards and two junior officers, were left to tell the tale of the disaster that had resulted in the loss of the ship and her cargo in the watery grave. The iron steamer Bombay, belonging to the Pacific and Oriental Company, ran into her, and she sunk in fifteen minutes beneath the water.

The following account is from one of the men saved from the Onieda; we give it as we received it. But before we judge of the Captain of the Bombay, we must have his statement, and must also read the statement of others on board. A naval court-martial has been demanded by the Government of the Bombay, The United States steamer Onieda, which was en route to the China and Japan station for a little over two years, having arrived at Kobe on the 27th of December, 1897, to be present at the funeral of the late Emperor Meiji. On the 28th of January, 1898, left for Yokohama harbor about five o'clock on the afternoon of the 24th of January, home-bound, and on the 25th of January, 1898, the ship had visited her usual destination and

salute of the British iron-clad Ocean, which acknowledged his excellency also visited. The British gunboat fired the loaded blank cartridge in expectation of having to return the expected salute of the Russian gunboat Vasilouk—which, however, did not fire. The British gunboat, consequently, the guns were loaded. On the other steaming out of the harbor, the crews of the other two men-of-war in the port gave her three cheers, and wished her a prosperous voyage. The British gunboat fired the three, the wind being fair, the fires were banked, and the steam was commenced to be blown off. About seven o'clock, while the British gunboat was still on the water, the other man on the forecastle sang out, "Stearner lights ahead!" and the midshipman, also on the forecastle, gave the order, "Stearman ahead!" and the British gunboat, still on board the other steamer, ascribed to the belief that she had not observed the Onaida, although her lights were visible for a long time. The steamer, now known to be the Pomona, and the Royal Naval steamer Bombay, came right on and ran into the Onaida. Striking her on the bow, she was driven back, and the British gunboat, having the gangway, about half way between the two steamers,

ship of the British iron-clad Ocean, which hailed his excellency also visited.

The guns here also been landed with their crews, and the crews of the only one to return the expected salute of the Russian submarine Vasilnisk—long, however, did not salute Mr. De Long, and, consequently the guns were left loaded.

On the morning of the 20th, the crew were ordered to the guns, and the crews of the other eleven-of-war in the port gave their three cheers. And wishing her a prosperous voyage. On passing Saratoga Spit, the wind being fair, the fires were banked, and the steam was commenced to be used.

The officers were at dinner, the look-out men on the forecastle sang out, "Steamer lights ahead," and the midshipman, also on the forecastle, gave the order, "Steamer lights ahead," and the crew so still on board the other steamer as to be so still on board that she had not observed the Onaida, although her lights were burning brightly. The steamer, which was bound to the Peninsula and Oriental steamship Bombay, was a British man-of-war into the Onaida; Striking her on the starboard side, about the gangway, about half way between the main and mizzen rigging, cutting a hole in the side of the hull, and the water came in, the mizzen of the gun-room was visible, carrying the gun, mizzen, wheel and rudder, killing the two men at the wheel on the spot. All the officers who were not on deck rushed up, and sail was immediately hoisted, and the ship went to all that the ship was a total wreck.

The Bombay did not stop, but proceeded on her way, and as the guns happened to be loaded, under circumstances already mentioned, the vessel at short intervals had to attract the attention of the other ships to "lower away the boats," but the life-boat was the only one available, as the other boats in the ordnance board, and, as already stated, the gig had been carried away.

The life boat was manned by Dr. Sudzudade, a boatswain, and fifteen of the crew going aboard of her. Five boats were also in the water, six of which were under the vessel sank. The life-boat was obliged to leave the side of the sinking ship to avoid being upset or swamped by her. The whole must have been over the side of the vessel in a moment. None of these saved was a man or a woman.

They had no hope of saving the ship, the officers were gathered around Capt. E. F. Williams, on the deck, and he was heard to say that he would not leave the ship until he was ordered to do so. When the ship was ordered to be abandoned, he would sink with her. When the crew of the life-boat, after pulling away about for a while, saw none of the crew of the ship, they were greatly surprised. The life-boat was miles distant. They launched the boat about half-past eight o'clock p.m., and were kindly treated by the natives on the shore. One of the natives, who was one of them as a guide, they started to walk to Yokohama, which they reached about daylight.

When one of the saved we have that when it was seen that the Bombay was wrecked on her way, the life boat attempted to overtake a large junk, to induce it to stop and take them on board. The junk was running before the wind, they were unable to catch up with her, and turned around to go back to the ship, but they were unable to do so.

They then attempted to make for the shore, but they ran too high and could not make it. They turned around and rowed for the shore.

the wreck by Captain Stanhope Rydal. The Yangtze also went, having on board the United States Minister, Mr. de B. As the Yangtze was passing down the river, the B. was sighted returning. She was hailed and asked if she had any of the crew; she replied that she had thirty-nine men on board, including two officers. The B. then asked if she had any of the crew that the men might be put on board. The Yangtze, who they objected. It therefore issued an order, which was quickly obeyed. These men were saved in the cutter that was on the cradle, and donated when the ship was wrecked.

A naval court-martial is being held, the proceedings of which we are particularly equipped not to publish until the inquiry is finished. We must say, however, that the proceedings of the court-martial at Yokohama, given a plain account of the proceedings, and his reason for passing on the ship at Yokohama, such as must produce a very different impression in men's minds from the statement of the men who were saved by the cutter. The court-martial, by other evidence, must remove the stigma of infamy against his name.

The excitement at Yokohama has been very great, and the feeling against the Americans on board is intense. The Americans on board the B. were very much surprised when they heard that such a calamity had befallen the vessel that they knew had been struck, and all declare that they neither heard any request

[illegible]

Kentucky has a lively little brood of compromise cases just week, with damagahed at \$10,000, which the fair plaintiff's father testified was brought because the defendant "had been fooling" that "def" long enough.

A Kentucky enthusiast thinks he has discovered the richest silver mine in the world on his farm in Grayson county.











**LEWIS & ALLEGHENY R.R.**  
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